

Message

From: Steve Mazure [srm2@chrysler.com]
Sent: 9/14/2012 3:33:19 PM
To: Chris Nevers [Nevers.Chris@epa.gov]
CC: Dalton, Joel [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=5e590ca117f84cc384adcf13b68b4358-Dalton, Joel]; Morrie Lee [ml90@chrysler.com]; Good, David [/o=ExchangeLabs/ou=Exchange Administrative Group (FYDIBOHF23SPDLT)/cn=Recipients/cn=6a0a212fab8644b89798966a2fff3ab8-Good, David]
Subject: Diesel IRAF for EDVs, not FE testing

Chris,

Confirming our understanding that the IRAF (Infrequent Regeneration Additive Factor) is applied only during diesel EDV testing to show tailpipe compliance in addition to the emission DF. The IRAF is not then also applied during Fuel economy/consumption label testing or used for GHG CREE.

This was clearly spelled out in the HD GHG regulation. The LD GHG regulation clearly indicates the usage of CO2 Deterioration of zero.

Please confirm, thanks. I believe you verbally indicated that to Jeff Foor a while back.

Steven R. Mazure

Senior Manager
Vehicle Environmental Certification
Chrysler Group LLC – Regulatory Compliance
Phone: 248-576-5471